



**LEGEND**

--- Federal Navigation Channel	○ Cable Area	3 Fluff Thickness (feet)*	-16' and above
— Federal Navigation Center Line	□ Placement Area	● Shoalest Sounding**	-16' to -21'
— As-built Pipeline/Cable	⊗ Anchorage Area	★ Beacon, General	-21' to -26'
..... Unconfirmed Pipeline/Cable	⊗ Obstruction Point	◆ Red Navigation Buoy	-26' to -33'
— Project Depth Contour	⊗ Wrecks-Submerged	◆ Green Navigation Buoy	-33' to -39'
			-39' to -41'
			-41' to -43'
			-43' and below

**NOTES:**

Horizontal Coordinate System:  
North American Datum of 1983 (NAD83), projected to the State Plane Coordinate System (SPCS), Louisiana South Zone. Distance units in U.S. Survey Feet.

Vertical Datum:  
Soundings are shown in feet and indicate depths below Mean Lower Low Water Datum (MLLW).  
Datum Relationships for gage 73585 as of December 2013:  
0.0' NAVD83 (OPUS 2013) = 0.8' MLLW = 1.8' MLG or 0.0' MLLW = 1.0' MLG

Distances on the Calcasieu River are shown at 1 mile intervals.

The location of navigation aids are base on and provided by the U.S. Coast Guard and USACE survey crews.

2022 Aerial Photography data source: PAR LLC  
Reference is N.O.A. Navigation Chart No. 11339.

\* Difference between high and low frequency elevations where greater than 1.0'.  
\*\* Shoalest Sounding per Quarter per Reach.

\*\*\* High frequency (200 kHz) survey data represents the first signal return at a sounding location and will include suspended solids, known as "fluff", if present. Low frequency (20 kHz) survey data normally penetrates through this "fluff" layer to depict elevations of consolidated bottom material. Low frequency accuracies may vary depending on channel conditions and fathometer settings.

Gage Reading: DM 92 VRN: 1.67 MLLW AVG  
Sea Conditions: CHOP  
Vessel Name: MV TECHE  
Survey Type: CONDITION  
Sounding Frequency\*\*\*: LOW

Scale: 0 400 800 1,200 1,600 Feet



**DISCLAIMER:** The data represents the results of data collection/processing for a specific US Army Corps of Engineers activity and indicates the general operating conditions as such. The user is responsible for the accuracy, completeness, reliability, or implied concerning the accuracy, completeness, or any of the application of the data for other than its intended purpose. The user is responsible for the accuracy, completeness, reliability, or implied concerning the accuracy, completeness, or any of the application of the data for other than its intended purpose. The user is responsible for the accuracy, completeness, reliability, or implied concerning the accuracy, completeness, or any of the application of the data for other than its intended purpose.

**DISCLAIMER:** The United States Government furnishes these data and the recipient accepts and uses them with the express understanding that the data are provided for informational purposes only. The recipient agrees not to represent these data to anyone as other than Government provided data. The recipient may not transfer these data to others without also transferring the Disclaimer. The information depicted on this map represents the results of a survey conducted on or about the date of the survey. It is not intended to represent the general condition existing at that time.

U.S. ARMY CORPS OF ENGINEERS	
Submitted: SPJ	Surveyed By: SPJ
Recommended: JHT	Plotted By: JHT
Approved: JHT	Checked By: JHT

**CALCASIEU SHIP CHANNEL  
DEVIL'S ELBOW - SH 1  
CR\_50\_DE1\_20250414\_CS  
14 April 2025**

**Sheet Reference  
Number  
50 of 53**